

**APPENDIX 6. AIR TRAFFIC FACILITY
PRELIMINARY ENVIRONMENTAL REVIEW CHECKLIST (PERC) AND
SAMPLE CATEGORICAL EXCLUSION DECLARATION**

Air Traffic Facility Preliminary Environmental Review Checklist

Facility/Office _____ Date: _____

Prepared by: _____ Phone: _____ Fax: _____

Based upon knowledge of the existing and proposed federal actions, location, and environment where this action will take place, along with additional knowledge received from those persons listed at the end of this checklist, the following preliminary check list was prepared:

I. Project Description

a. Describe the present (no action alternative) procedure in full detail. Provide the necessary chart(s) depicting the current procedure. Describe the typical fleet mix, quantifying (if possible) the number of aircraft on the route and depict their altitude(s) along the route.

b. Describe the proposed action, providing the necessary chart(s) depicting changes. Describe changes to the fleet mix, numbers of aircraft on the new route, and their altitude(s), if any.

1. Will the proposed action affect changes in aircraft flights between the hours of 10 p.m. - 7 a.m. local time?

2. Is a preferential runway use program presently in effect for the affected airport(s), formal or informal? Will airport preferential runway configuration use change as a result of the proposed action?

3. Is this action intended to be a test only? If yes, state the duration of the test and the date it is planned to start/cease. Explain the purpose of the test and the method by which the test data will be collected and analyzed and by whom.

4. Is this action primarily designed for Visual Flight Rules (VFR) or

5. Instrument Flight Rules (IFR) operations or both? If this specifically involves a charted visual approach (CVA) procedure, provide a detailed local map indicating the route of the CVA, along with a discussion of the rationale for how the route was chosen.

6. Will there be a change in takeoff power requirements? If so, what types of aircraft are involved, i.e., General Aviation (GA) propeller-driven versus large air carrier jets?

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7. Will changes occur above or below 3,000 feet AGL? What is the lowest altitude change on newly proposed routes or on existing routes which will receive an increase in operations?

If this proposed action involves civil jet aircraft (heavier than 75,000 pounds gross weight) arrival procedures between 3,000-7,000 feet AGL or departures 3,000-18,000 AGL, attach a copy of the completed ATNS report. If results of the screen indicate there will be a five-dB increase in noise, do not go any further. Contact your Regional ATD ES for further guidance.

8. If noise analysis was already performed using the FAA's INM or NIRS model indicating that a noise sensitive area(s) would be expected to receive a 1.5 dB increase in the 65 DNL contour area, do not go any further. Contact your Regional ATD ES for further guidance.

II. Purpose/Need

a. Describe the purpose and need for the project. If detailed background information is available, summarize here and provide a copy as an attachment to this review.

b. What operational/economic/environmental benefits will result if the proposal is implemented?

c. If a delay reduction is anticipated, can the reduction be quantified? Can reduced fuel costs/natural energy consumption be quantified? If not quantifiable, describe the approximate anticipated benefits in lay terms.

d. Is this proposed action the result of a user or community request or regulatory mandate? If not, what necessitates this action?

III. Describe the Affected Environment

a. What type of areas (land use) will experience aircraft overflights as a result of this action? Note: an area is noise sensitive if aircraft noise may interfere with the normal activities associated with the use of the land. See Order 1050.1 for full definition of noise-sensitive areas.

b. Does this project introduce air traffic over noise sensitive areas not now affected, or will they be affected to a greater/lesser extent?

c. Are wildlife refuge/management areas within the affected area of the proposal?

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1. If so, has there been any communication with the appropriate wildlife management regulatory (federal or state) agencies to determine if endangered or protected species habitat the area?

2. What altitude would aircraft overfly these habitats at? During what times of the day would operations be more/less frequent?

d. Are there cultural or scenic resources, of national, state, or local significance, such as outdoor amphitheaters or stadiums in the affected area? If so, during what time(s) of the day would operations occur than may impact these areas?

e. Has there been communication with air quality regulatory agencies to determine if the affected area is a non-attainment area (an area which exceeds the National Ambient Air Quality Standards for ozone, carbon monoxide, lead, particulate matter, sulfur dioxide, or nitrogen dioxide) or maintenance area (an area which was in non-attainment but subsequently upgraded to an attainment area) concerning air quality? If not, contact your Regional ATD ES to provide the information.

f. Are there reservoirs or other public water supply systems in the affected area?

IV. Community Involvement.

Formal community involvement or public meetings/hearings may be required for this federal action. A determination should be made if the proposed action has potential to become highly controversial. The proposed federal action is considered highly controversial when the action is opposed by a federal, state or government agency or by a substantial number of persons affected by such action on environmental grounds. If the proposed action is considered highly controversial, contact your Regional ATD ES for further guidance.

a. Have persons/officials who might have some need to know about the federal action by reason of their location relative to the action or by their function in the community, been notified, consulted, or otherwise informed of this action?

1. Are local citizens and community leaders aware of this action and are any opposed/supporting it?

Has the FAA received one or more comments objecting to the action on environmental grounds from local citizens or elected officials?

2. Are the airport proprietor/users providing general support for the project?

3. Is this project consistent with local plans and development efforts?

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b. Has there been any previous aircraft-related environmental or noise analysis, including FAR Part 150 Studies, conducted at this location? If so, was it reviewed as a part of this preliminary review?

V. Extraordinary Circumstances (see Order 1050.1 for additional information, i.e., significant thresholds; contact your ATD ES for assistance/clarification)

Will implementation of this action result in any of the following extraordinary circumstances:

- Likely to have an adverse effect on Native American Indian lands, Native Hawaiian organizations, or properties protected under Section 106 of the Historic Preservation Act of 1966, as amended. Comment:
- Likely to result in adverse effects due to use of public property under section 4(f) of the Department of Transportation Act (recodified as 49 USC 303). Comment:
- Likely to be highly controversial on environmental grounds raised by a Federal, State, or local agency or by parties having an interest in the action. Comment:
- Likely to have significant impact on ecological or scenic resources of Federal, State, or local significance including, for example, Federally listed endangered or threatened species, wetlands, wild and scenic rivers, floodplains, coastal zones, prime, unique, State or locally important farmlands, energy supply and natural resources, and solid waste management. Comment:
- Likely to be highly controversial with respect to the availability of adequate relocation housing. Comment:
- Likely to cause substantial division or disruption of an established community, or disrupt orderly, planned development, or is likely to be not reasonably consistent with plans or goals that have been adopted by the community on which the project is located. Comment:
- Likely to cause a significant increase in surface transportation congestion (by causing decrease in Level of Service (LOS) below the acceptable level determined by the appropriate transportation agency; i.e., highway). Comment:
- Likely to have a significant impact on noise levels of noise-sensitive areas. Comment:
- Likely to have a significant impact on or violate air quality or violate local, State, or Federal air quality standards. Comment:

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- Likely to have a significant impact on water quality, sole source aquifers, contaminates a public water supply system, or violate State water quality standards. Comment:
- Likely to be inconsistent with any Federal, State, or local law relating to the environment. Comment:
- Likely to have a significant impact on the visual nature of the surrounding land uses. Comment:
- Likely to have any hazardous materials contamination revealed during Phase I or Phase II Environmental Due Diligence Audits (EDDAs) or cause such contamination. Comment:
- Likely to exceed applicable American National Standards Institute (ANSI/IEEE) guidelines for electromagnetic emissions. Comment:
- Likely to cause a significant lighting impact on residential areas or interfere with commercial use of business property. Comment:
- Likely to cause a disproportionately high and adverse human health or environmental effect on minority or low income populations. Comment:

VI. Are there alternatives to the proposed action? If not, describe the uniqueness of the project by comparing the existing (no action) and the proposed alternative(s).

VII. Mitigation - are there measures that may also be implemented that might mitigate any of the potential impacts, i.e., GPS/FMS plans, navaids, etc.?

VIII. Cumulative Impacts - what other projects (FAA, non-FAA, and or on-aviation) are known to be planned or have been recently implemented in the effected area?

IX. References/Correspondence:

Attach written correspondence; summarize phone contacts using Memorandums for the File.

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X. Preparers: the person(s) listed below, in addition to the above, are responsible for all or part of the information and representations contained herein:

Name/Title/Facility/Agency/Company

XI. Facility Conclusions

Conclusion option A:

This review and analysis indicates that extraordinary circumstances or other reasons exist that would cause the responsible federal official to believe that the proposed action might have the potential for causing significant environmental impacts.

It is recommended that this action may not qualify as a categorically excluded action in accordance with Order 1050.1, and on this basis, recommends that further environmental review be conducted before this proposal is implemented.

Facility Manager Review/Concurrence

Signature: _____ Date: _____

Title: _____

Conclusion option B:

This review and analysis does not indicate that any extraordinary circumstances or other reasons exist that would cause the responsible federal official to believe that the proposed action might have the potential for causing significant environmental impacts. The CED that follows finalizes this PERC.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION

(Facility/Airport)
(Name of Proposed Action)

Description of Action:

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(From the Preliminary Environmental Review Checklist, summarize description of action, purpose and need)

Declaration of Exclusion: The above referenced action has been reviewed by the FAA, and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to Order 1050.1, Policies and Procedures for Considering Environmental Impacts. The implementation of this action will not result in any of the following extraordinary circumstances:

- Likely to have an adverse effect on Native American Indian lands, Native Hawaiian organizations, or properties protected under Section 106 of the Historic Preservation Act of 1966, as amended.
- Likely to result in adverse effects due to use of property under section 4(f) of the Department of Transportation Act (recodified as 49 USC 303).
- Likely to be highly controversial on environmental grounds raised by a Federal, State, or local agency or by parties having an interest in the action.
- Likely to have significant impact on ecological or scenic resources of Federal, State, or local significance including, for example, Federally listed endangered or threatened species, wetlands, flood plains, coastal zones, prime, unique, State or locally important farmlands, energy supply and natural resources, and solid waste management.
- Likely to be highly controversial with respect to the availability of adequate relocation housing.
- Likely to cause substantial division or disruption of an established community, or disrupt orderly, planned development, or is likely to be not reasonably consistent with plans or goals that have been adopted by the community on which the project is located.
- Likely to cause a significant increase in surface transportation congestion (by causing decrease in Level of Service (LOS) below the acceptable level determined by the appropriate transportation agency; i.e., highway).
- Likely to have a significant impact on noise levels of noise-sensitive areas.
- Likely to have a significant impact on air quality or violate local, State, or Federal air quality standards.

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- Likely to be inconsistent with any Federal, State, or local law relating to the environment.
- Likely to have a significant impact on the visual nature of the surrounding land uses.
- Likely to have any hazardous materials contamination revealed during Phase I or Phase II Environmental Due Diligence Audits (EDDAs) or cause such contamination.
- Likely to exceed applicable American National Standards Institute (ANSI/IEEE) guidelines for electromagnetic emissions.
- Likely to cause a significant lighting impact on residential areas or interfere with commercial use of business property.
- Likely to cause a disproportionately high and adverse human health or environmental effect on minority or low income populations.

Basis for this Determination: A Preliminary Environmental Review was conducted by (facility name) and reviewed by (Regional Branch where Environmental Specialist is located). This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, Procedures for Considering Environmental Impacts, Order 1050.1, and is in compliance with the National Environmental Policy Act of 1969 and in accordance with the regulations promulgated by the Council on Environmental Quality, 40 CFR 1500 et seq.

The specific description of categorical exclusion(s) that apply to this determination is/ are:
(insert description of the appropriate CE(s) here).

Recommended by:

(Name - Title of Facility Manager)

Date: _____

Concurrence:

(Name - Regional Environmental Specialist)

Date: _____

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This is taken pursuant to 49 U.S.C. §§40101 et seq., and constitutes an order of the Administrator, which is subject to review by the Courts of Appeal of the United States in accordance with the provisions of 49 U.S.C. §46110.

Approved by:

(Name - ATD Manager/Designee)

Date: _____

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